



is coming to a county near you!

The Drive Michigan Safely Task Force has begun conducting weekly **You Drink & Drive. You Lose.** alcohol enforcement saturation patrols. Enforcement locations vary by week, based on plans developed by grantees. This increased enforcement, along with the increased weekly publicity provided by Detroit-based Brogan & Partners, will ensure that Michigan drivers are aware that drunk drivers will be targeted now more than ever.

Ten additional counties conducting alcohol enforcement during special events throughout the summer will join the 24 counties that make up the Drive Michigan Safely Task Force. The addition of these counties will result in drunk driving enforcement in over 30 of Michigan's counties.

The national July 4th **You Drink & Drive. You Lose.** mobilization will see all of these counties working during the same time period to catch drunk drivers over the holiday. There will be nearly 150 law enforcement agencies out in force over the July 4th holiday to ensure that drunk drivers are not causing preventable tragedies.

OHSP, with the assistance of Brogan & Partners, will host a news event in Oakland County on July 1, 2002, to rollout the mobilization.

Operation C.A.R.E. agencies to celebrate 25th anniversary

Operation C.A.R.E., which stands for "Combined Accident Reduction Effort," was a vision that was born in the minds of two men who dedicated their careers to the preservation of life through highway safety measures. Sgt. Gary Ernst of the Michigan State Police and F/Sgt. Gene Neff of the Indiana State Police were first-line field supervisors who got together in 1977 to discuss their mutual concerns. Little did they know that their simple plan for interstate cooperation would lead to the program we have today.

The first Operation C.A.R.E. weekend was the July 4th holiday weekend in 1977 conducted by the Indiana State Police and Michigan State Police. By Labor Day weekend of that year, the Ohio State Highway Patrol had joined Operation C.A.R.E. Today all 50 states (state police/state patrol), American Samoa, Guam, Puerto Rico, U. S. Virgin Islands, and the Provinces of Ontario and Quebec are actively involved in C.A.R.E., making it an international traffic safety program.

Due to the early success of Operation C.A.R.E. during the three traditional summer holiday weekends, it has expanded. Since 1979, C.A.R.E. has concentrated its efforts on four major holiday weekends: Memorial Day, July 4th, Labor Day, and Thanksgiving.

Operation C.A.R.E.'s impact on highway traffic safety is well documented. Increased enforcement, coupled with public information and education programs, is the most effective means to bring about voluntary compliance with traffic laws by the motoring public. The intent of Operation C.A.R.E. is to reduce crashes, save lives, and ensure compliance with traffic laws. Operation C.A.R.E. has promoted speed reduction and occupant restraint use since its inception. Public education and information provided by Operation C.A.R.E. helped lay the groundwork for child restraint and mandatory use laws, and its enforcement programs have increased levels of restraint use nationwide.

DIRECTOR'S CORNER

BETTY J. MERCER

Division Director, Office of Highway Safety Planning

For the Office of Highway Safety Planning, and for any agency or organization which has received or plans to receive federal highway safety grant funds in the future, 2003 will be a key year. That is because the current six-year federal authorization for highway safety grant funds referred to as "TEA 21" ends on September 30, 2003. The U.S. Congress must reauthorize the funding level of the different grant fund programs to begin on October 1, 2003. Although there is little doubt that the program will continue, there are many questions regarding the amount of funding that will be made available and the conditions for receiving the funds.

As a result, a number of national organizations representing a variety of traffic safety interests have begun developing position papers to outline their future needs and recommendations for changes to the existing program. Some hearings and listening sessions conducted by the federal oversight agencies have already begun. The national organization to which OHSP belongs, the National Association of Governors Highway Safety Representatives (NAGHSR), published its position late last year based on a survey of the state members. A number of key issues are emerging:

1. It is essential that the use of budget "firewalls" continue to assure a stable and reliable source of safety funding every year.

2. To relieve the administrative burden on the states and grantees, the funding programs should be consolidated. The variety of funding programs in the current program have different deadlines and conditions.

3. The current lobbying restrictions should be altered to allow federally-funded state and local

grantees to lobby state legislatures on behalf of state approved positions for safety legislation. Most of the incentive and sanction programs require passage

of new or amended laws.

4. New sanctions or penalties should be avoided. They have not been universally effective and can be counterproductive.

5. The amount of funding for behavioral as well as roadway safety research should be increased. Such programs assist in demonstrating the value of new approaches to safety and determining which programs work.

For a complete copy of the position paper and updates, check the NAGHSR website at www.statehighwaysafety.org.

Now is the time to become involved in the reauthorization process in order to insure that our state and local safety programs receive adequate funding with sufficient flexibility to allow us to more effectively reduce traffic related injuries and deaths in Michigan.

**2003 will be
a key year...
"TEA 21" ends on
September 30**

Crash Facts Update

The 2000 Michigan Traffic Crash Facts are now available on the Internet at http://www.umtri.umich.edu/tdc/mtcf/crash_facts.htm.

Due to revisions made in the reporting form and the roadway location index during processing of 2000 crash data, errors occurred which compromised the reliability of certain data elements. The data contained in the booklet should be used for trend analysis purposes only. Refer to the booklet preface for details.

The processing of the 2001 crash data is expected to be completed by May 1, 2002. October 2001 data is currently being sent through the system to verify for accuracy of information. The 2001 fatal crash data has now been completed to 92 percent.

The crash location protest problem for 2000 records will be resolved through both a pilot project and MDOT investment in a manual solution at MSP's Criminal Justice Information Center.

For more information on traffic records, contact Steve Schreier at (517) 333-5306 or at schreies@michigan.gov.

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New Administration at Michigan State Police

Three new positions have been filled in the Michigan State Police since Col. Michael Robinson retired to join the new Transportation Security Administration. As of March 1, Col. Stephen D. Madden serves as the 14th director of the Michigan State Police.

Madden began his career with the Michigan State Police in 1972, working as a cadet at the Ypsilanti Post. During his 30 years with the department, he has served as trooper, sergeant, lieutenant, first lieutenant, inspector, captain, and deputy director. His field experience includes working at the Petoskey and Detroit posts as a trooper and at the Wayland and Rockford posts as commanding officer. He is the recipient of two department Meritorious Service Awards: one for his handling of an incident involving a barricaded gunman and the other for a hostage situation. Appointed director by Governor John Engler on March 1, 2002, Madden also serves as State Director of Emergency Management, Homeland Security Director, and State Fire Marshal.

Lt. Col. Tadarial J. Sturdivant was recently promoted from captain to commander of the Uniform Services Bureau. Sturdivant provides executive direction and leadership to more than 2,000 enlisted and civilian employees assigned to the bureau's 64 posts, the Special Operations Division and the Motor Carrier Division. Sturdivant joined the department in September 1978 and has served at the Ypsilanti, New Baltimore, Flat Rock, Romeo and Jackson posts. He is a graduate of Wayne State University where he received a Bachelor of Arts Degree in Criminal Justice. He is also a graduate of Eastern Michigan University's Police Staff and Command School. He is currently pursuing a Master's Degree in Administration

and Disciplinary Science from Eastern Michigan University.

Capt. Dan Smith was recently promoted from inspector to commander of the Special Operations Division, in the Uniform Services Bureau. In his new assignment as commander of the Special Operations Division, Smith will oversee the Traffic Services, Prevention Services, Field Services, Aviation and Operation sections.

Smith is a native of Alpena. He enlisted with the department in 1977 and has served at the Benton Harbor, Bay City, Bridgeport and Ionia posts. Before joining the department, Smith was a deputy for the Alpena County Sheriff Department and officer for the Portage City Police Department. He holds a Bachelor's Degree in Law Enforcement from Ferris State University.



*Col. Stephen D. Madden—14th
director of the Michigan State Police*





SRP Annual Report Published

OHSP recently published the 2001 Secondary Road Patrol (SRP) program annual report. SRP is a grant program designated for all qualifying sheriff departments in Michigan, providing funding for additional officers to patrol secondary roads in their counties. Currently 82 of 83 counties participate in the program.

The annual report, published each April 1, provides information on the background of the program, the enabling Act, recommendations from the sheriffs for improvements in coordination, training and communication among law enforcement, impact and cost-effectiveness observations, and data information on current activities of program participants. The report also includes information on monitoring of the program, and the training conference that was held March 6–8, 2001, in Big Rapids.

Each year, counties participating in the program submit annual and semi-annual reports of the activities engaged in during the year by the deputies. This includes numbers of traffic stops, citations issued, traffic crashes investigated, alcohol arrests, and many other measurable activities of the officers. These numbers are printed in the report by county, along with totals of many of the numbers and graphs for comparison purposes between years and between SRP and non-SRP deputies. This provides an opportunity for counties participating in the program to compare statistics for their programs with those of other counties, and with the average of all counties.

The Secondary Road Patrol report is available in hard copy from OHSP by contacting Deb Schrauben at (517) 333-5303 or schraubd@michigan.gov. It is also included in electronic form on OHSP's website at www.michigan.gov/msp—click on "Services to Governmental Agencies," then "Office of Highway Safety Planning," and then "Safety Programs."

New officer reference cards available to law enforcement

OHSP has recently revised its safety belt guide for law enforcement officers. To obtain a copy, call:

Michigan Resource Center
at (800) 626-4636
or fax a request
on department letterhead
to (517) 882-7778.

The guide's inventory
number is OHSP 992.

New OHSP staff member joins Design & Research Unit

OHSP recently welcomed Steve Schreier, who was hired to the Design and Research Unit as a department analyst. For the past 12 years prior to joining OHSP, Steve was employed at Electronic Data Systems as a project and account manager, handling accounts such as General Motors, Jackson National Life Insurance and Oldsmobile. He will be assuming responsibility for the Traffic Records and Roadway Safety program areas.

Legislative Update **Increased points for speeding in work zones**

A bill to amend the Michigan Vehicle Code to increase the number of points added to a driver's record for violating the speed limit in a designated work zone was signed into law by Governor Engler on April 8, 2002. The law will go into effect on July 1, 2002. Until July 1, drivers who speed in work zones are subject to the same

number of points as drivers who speed outside of work zones. PA 149 of 2002 increases the number of points on a drivers record for a speeding violation in a designated work zone. Information on the legislation and a copy of the Act are available on-line at: <http://www.michiganlegislature.org/mileg.asp?page=getObject&objName=2001-HB-5021>

Law Enforcement Officials Pleased with Officer Safety Law

March 28, 2002, marked the first anniversary of the Michigan Emergency Vehicle Caution Law and law enforcement officials across the state have expressed their satisfaction with its implementation and results. They also hail the new law as one of the most important and effective pieces of legislation ensuring officer safety when patrolling Michigan roads.

Since March 28, 2001, there have been 859 convictions throughout the state for tickets issued to drivers for failing to move over for a stationary emergency vehicle. Although most drivers obey the law, there are still a number of drivers who are unaware that they need to move to the next lane, if it is safe to do so, otherwise they need to slow down while passing an emergency vehicle.

"This law was a monumental step in the right direction to help stop the needless injuries and deaths of the men and women who serve and protect the citizens of Michigan," stated Col. Stephen D. Madden, director of the Michigan State Police. "We are pleased that the citizens of this state are obeying the law and creating a safer work environment for our officers to perform their duties."



OHSP's site is now a part of the Michigan State Police website, adhering to the new e-Michigan standards. Their aim is to provide consistency in the navigation of all state websites. Access the new web page by going to: www.michigan.gov/msp, the MSP website, and click the "Services to Governmental Agencies" navigational bar on the left side of the page, then click on "Office of Highway Safety Planning."

Some items from our previous website are not located in the same categories on the new website, such as:

Traffic crash statistics and some of OHSP's **publications** can be found by going to the Michigan State Police website and clicking on the "Publications, Forms & Statistics" navigational bar on the left side.

From the Michigan State Police website, **safe driving tips** for the general public can be found by clicking on the "Safety" navigational bar on the left side.

As always, OHSP is interested in hearing feedback about our website. If you have any questions, concerns or comments on this new format, contact Dianne Perukel at (517) 333-5337 or perukeld@michigan.gov.

Uniform Traffic Code for Cities, Townships, and Villages

Legislation was enacted in 1999 that allows cities, townships, and villages the ability to adopt the Michigan Vehicle Code (MVC) and other laws by reference, eliminating the need for many of the sections of the Uniform Traffic Code (UTC) that are redundant with the MVC.

The UTC is currently being updated and will become a much smaller document, containing only those sections that are unique to it. In order to have the complete set of traffic laws available as local ordinances, municipalities that are currently using the UTC must also adopt the MVC by reference. This should be accomplished as soon as possible to avoid being left without local traffic ordinances. The UTC should NOT be rescinded.

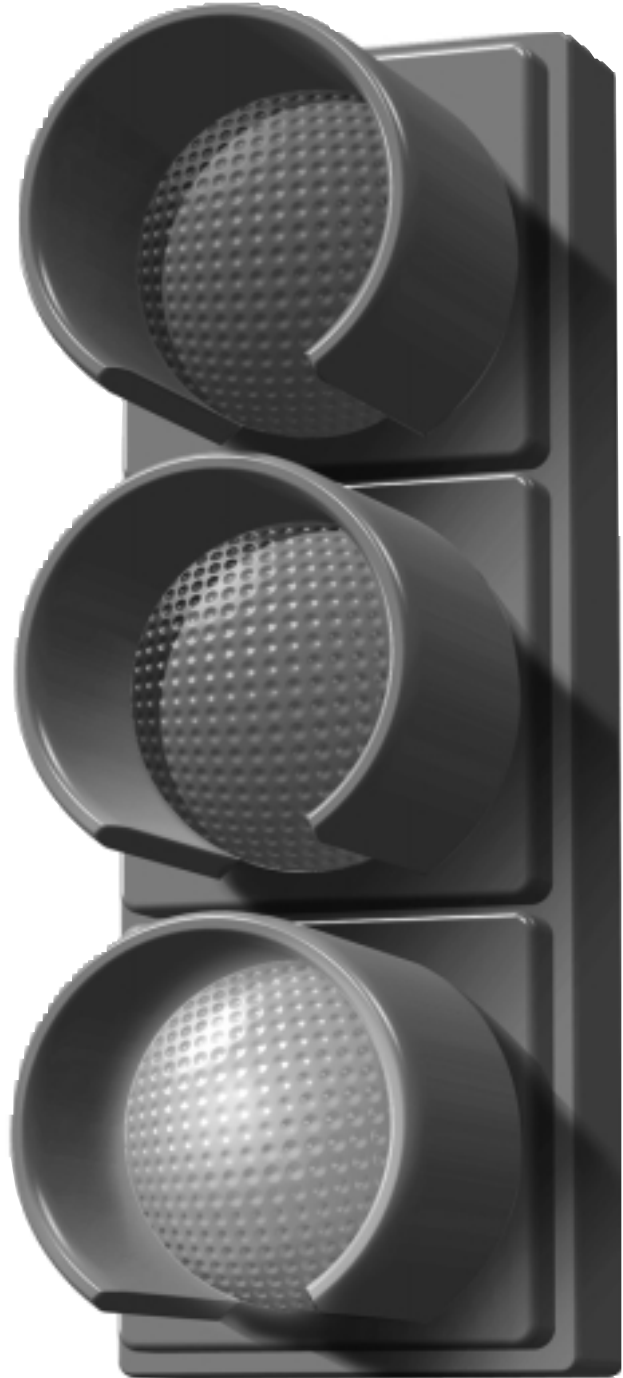
Municipalities that enforce snowmobile laws under the current UTC will also need to adopt Part 821, §324.82101 to 324.82160 of the Natural Resources and Environmental Protection Act (Act 451 of 1994).

For assistance in adopting the Michigan Vehicle Code and related statutes by reference, please contact the appropriate agency as follows:

- Michigan Municipal League
Information Services
1675 Green Road
Ann Arbor, MI 48105
(800) 653-2483
www.mml.org
www.michigantownships.org
- Michigan Townships Association
512 Westshire Drive
P.O. Box 80078
Lansing, MI 48917-8715
(517) 321-6467
(517) 321-8908 (fax)

A copy of the current UTC, update status, and proposed draft language can be obtained by visiting the Office of Regulatory Reform website at <http://www.state.mi.us/orr/>. Click on: "Rules Under Review, Department Index, State Police."

The most prudent course of action following the repromulgation of the UTC will be for each municipality to re-adopt the UTC with amendments. Questions regarding the UTC repromulgation process should be directed to Sgt. Lance R. Cook at (517) 336-6660 or cooklr@michigan.gov.

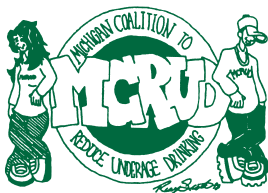


Workgroups making plans based on Alcohol Forum results

Alcohol Forum attendees and other interested parties have met to begin prioritizing the action strategies derived from the Alcohol Forum workgroup issues. The issues for each workgroup are being addressed by existing coalitions to prioritize and develop plans of action for the issues determined to be top priority. The current status of each issue is as follows:

Youth Issue—Michigan Coalition to Reduce Underage Drinking

The Alcohol Forum Sub-Committee determined that the priority youth issue is to initiate relationships between schools and law enforcement to develop a comprehensive coordinated strategy to address underage drinking. MCRUD will contact the Michigan High School Athletic Association (MHSSA) to work with them on developing ways to educate student athletes about the issue of underage drinking.



Treatment Issue—Impaired Driving Interagency Workgroup & Treatment Sub-Committee

The group will focus its attention on the development of regional teams to provide collaboration, communication and best practice training to local teams representing cross disciplines in a county/community system. The Treatment Sub-Committee will continue to meet to develop a specific plan of

action and funding resources for this strategy.

Server Issue—Impaired Driving Action Team

The Action Team's priority strategy will be the development and distribution of a resource packet for

special event organizers as well as training regarding Michigan alcohol laws. The Server Sub-Committee will meet to develop an implementation plan for this action strategy.

If interested in working with any of these groups on the implementation of these action strategies, contact Alicia Sledge at (517) 333-5321 or sledgea@michigan.gov.

Training Kicks Off New Youth Alcohol Enforcement Program

Law enforcement agencies from around Michigan who are participating in the new Party Patrol grant program came together in Lansing for training in January. The Party Patrol program was developed through a grant with the Office of Highway Safety Planning to assist agencies in dispersing underage drinking parties in a safe and efficient manner. Officers participating in the training found that they could process approximately 60 underage drinkers in 45 minutes using the controlled dispersal method.

Party Patrols are designed to eliminate young people's consumption of alcohol at underage drinking parties, eliminate adults providing alcohol to minors, reduce the number of the alcohol related crashes, establish close working relationships between law enforcement and school districts, and promote community awareness

regarding the problems associated with young people's access to alcohol.

Five pilot counties have been identified to conduct a youth alcohol enforcement program on a cooperative basis with local, state and county agencies. The Response Teams will look at the role of law enforcement and community agencies in preventing underage drinking parties and safely dispersing them when they occur.

Party Patrols are run as a "canned" program including step-by-step information on how to work with schools and community members to identify where and when parties involving minors will occur and how to use media and enforcement campaigns to bring about changes in community norms concerning underage drinking. If interested in further information, contact OHSP's law enforcement liaison Bob Stanberry at (517) 719-2229.

Important information for traffic enforcement officers

While processing this year's traffic crash data, the Michigan State Police Criminal Justice Information Center (MSP-CJIC) has found several things that they would like to pass on to traffic enforcement officers completing the UD-10 form:

1. **The Corrected Copy:** the corrected copy bubble that is located in the Special Checks area should be marked only when a new form is being submitted to correct data previously submitted by the agency. Many times this bubble is being filled in if data was changed prior to being submitted to MSP (i.e. the reviewer or the officer finds an error and corrects it)
2. **Construction Zone Crashes:** if a crash occurs in a construction zone, all groups (Type, Lane Closed and Activity) must have one bubble for each field filled in. Many construction zone crashes have only the Type or Type and Lane Closed being utilized.
3. **Crash Type:** when selecting a Crash Type, please review the types and select the type that is based on the intended direction of travel, regardless of the point of impact. (i.e., a vehicle is stopped at a light and from the opposite direction, in the far lane, a vehicle

The crash data officers collect is very important....This data is used to determine patrol needs, develop traffic safety projects, quantify projected safety improvements, determine road hazards and remove bad drivers from roadways.

is going straight. The first car turns left and does not see the oncoming car. A crash occurs. This crash should be reported as a Head-On Left Turn but many times it is reported as an angle crash.) The information from this field, along with others, is used consistently in recommendations for traffic safety projects and is very important.

4. **Action Prior and Sequence of Events:** What the vehicle was doing immediately prior to the Crash and the sequence of events that happened during the crash are two other very important areas of concern. Many crashes sent to MSP-CJIC seem to document the scene—what is currently happening—instead of what led up to the crash and what hap-

pened during the crash. The information from these two fields is also used consistently for recommendations for traffic safety projects and is very important.

The crash data officers collect is very important to the Michigan State Police, to other policing agencies, county and city agencies and other state agencies. This data is used to determine patrol needs, develop traffic safety projects, quantify projected safety improvements, determine road hazards and remove bad drivers from roadways. Please review and pass on the above information to help collect accurate and complete data. For further information, contact Mary Wichman at Wichmanm@michigan.gov

MACP Awards for Excellence in Traffic Safety

During the winter Michigan Association of Chiefs of Police conference, the following agencies won vouchers for traffic safety equipment, based on their submissions for excellent traffic safety programs:

- Dearborn Police Department
- Farmington Hills Police Department

- Grand Haven Department of Public Safety
- Holland Police Department
- Hudsonville Police Department
- Ingham County Sheriff Department
- MSP Bridgeport Post
- MSP Third District
- Sturgis Police Department.

Other agencies that received recognition were

- DeWitt Police Department
- Kentwood Police Department
- Milford Police Department.

The Michigan State Police Motor Carrier Division also awarded prizes, in conjunction with the Michigan Truck Safety Commission, based on commercial motor vehicle safety programs.

Safe Communities Update



Michigan Safe Communities is a program that invites local community leaders, organizations and citizens to work with OHSP to prevent traffic crashes, violence and substance abuse in their communities. Michigan currently has 54 communities or counties that are participating in a Safe Communities program and an additional 20 who are working on completing the Assessing Community Traffic Safety (ACTS) tool.

Thank you to our Safe Communities who promoted **Click It or Ticket** during the mobilization period and will continue to promote safety belt use in their respective areas.

Reminder... the ACTS website (www.townssafety.com) has space reserved for communities to share ideas about successful injury prevention programs and innovative strategies used to build assets. Also, what are some of the ways you promoted **Click It or Ticket** to increase safety belt use? Did you conduct a pre and post safety belt survey? What can you share with others about any of your programs to avoid duplication of efforts? Please submit your program activities (on an ongoing basis) to Dr. Bill Donohue via e-mail at donohue@msu.edu

Two model Safe Community projects in St. Clair and Allegan counties have recently elected chairpersons for their coalitions. In St. Clair County, Chief Mark Thorner of the Marysville Police Department and Director Don Maronde of the St. Clair County Road Commission were elected. In Allegan County, Peggy Milbocker and Ofcr. Jim Watson from the Alle-

gan Police Department were elected. Potential plans for these two model projects include forming committees to saturate the Safe Community program by training business leaders to promote the Network of Employers for Traffic Safety (NETS) program. The ACTS may be conducted again to measure resources, activities, outcomes and impact from other possible data sources. Existing prevention programs in these counties will be reviewed for their traffic safety component. These coalitions will also continue to build relationships with the local media to promote traffic safety and the activities of the model project.

REMINDER! In partnership with Prevention Network, two mini-conferences will be held for Safe Communities, coalitions working on the ACTS, EMS injury prevention officers and other traffic

safety partners. The one-day conferences are scheduled for Tuesday, June 18, at McGuire's Resort in Cadillac and Thursday, June 20, at the Best Western Concorde Inn in Rochester Hills. In an effort to select topics that would be most useful to coalitions, Prevention Network conducted a survey of Safe Community coalition training needs. The results were used to plan workshops and activities for the mini-conferences. The topics identified most by participating coalitions were examples of programs other Safe Community coalitions have done successfully; how to keep coalitions motivated; tackling seat belt use and impaired driving together and working with local businesses. For more information, contact OHSP's Sue Guggemos at (517) 333-5320 or guggemos@michigan.gov.

Useful resource to locate child safety seat recalls

The National Highway Traffic Safety Administration's Office of Defects Investigation lists all child safety seat recalls on their website at http://www.nhtsa.dot.gov/cars/problems/recalls/recall_links.cfm.

The listings are updated each and every time the Administration receives a recall notice from a manufacturer. Bookmark this page for easy reference!



PROSECUTING ATTORNEYS ASSOCIATION OF MICHIGAN

STATUTORY UPDATE

Protecting Lives, Saving Futures a Great Success

"It was great!" "Do it again!" Those were a couple of the many supportive comments given by participants at the PAAM-sponsored program, *Protecting Lives, Saving Futures* held in March. Based on the participant evaluations, the program was a complete success.

Developed by the National Highway Traffic Safety Administration and American Prosecutor's Research Institute, the program was designed to train less-experienced police and prosecutors together in the detection, apprehension, and prosecution of intoxicated drivers. This training approach allows everyone to learn from each other inside a classroom rather than outside a courtroom five minutes before a trial. Besides the pilot programs, this was the first time the program was held in the country.

The participants, 22 police officers and 14 prosecutors, learned about making detailed observations during traffic stops, writing police reports, Standardized Field Sobriety Tests, Horizontal Gaze Nystagmus, effects of alcohol on a person, and a variety of legal issues in the courtroom.

One of the highlights, a session called Strategies for Success, was a discussion on ways to improve the working relationship between police and prosecutors.

To wrap up the program, students participated in a mock trial; however, the police acted as prosecutors and the prosecutors acted as police. This role reversal allowed them to see what it is like in the other's position. The consensus was that both



police and prosecutors want to stay in their own career field.

It is clear that everyone learned about each other's role in the legal system and how we can work better together to prosecute intoxicated drivers. Plans are to hold the program again later this year.

CASE LAW ALERT

In a prosecution under MCL 257.617 for failure to stop at the scene of a serious injury accident, the prosecutor must prove beyond a reasonable doubt that the defendant knew or should have known that he was involved in an accident, and that he knew the accident involved serious injury or death. *People v Gordon Lang*, CA No. 222778, April 2, 2002.

MCL 462.391 regulates the amount of time a train can take to block a road crossing, either 5 or 7 minutes, depending on whether the train is continuously moving. The 6th Circuit Court held that the

statute is preempted by the Federal Railroad Safety Act, and not enforceable. *CSX Transportation v City of Plymouth*, 2002 FED App. 0099P, March 21, 2002.

Editor's Note: The plaintiff CSX was issued over 892 citations for blocking a crossing longer than allowed by state law. Hopefully, none of those incidents, or future incidents, will prevent an emergency vehicle from saving a life.

In Maryland, the Court held that when the state has presented evidence of a defendant's behavior to establish intoxication, the defendant should be allowed to present expert testimony. The state presented no blood-alcohol test results. Defendant should have been allowed to present expert opinion that she suffered from a psychiatric condition that influenced her behavior when such evidence offers an alternative explanation for observations leading to an inference of intoxication. *White v State*, MD Ct. Spec. App #0175-2001, 2/4/02; 70 CrL 401, 2/13/02; Full text at <http://pub.bna.com/cl/175s01.pdf>.

Consult Your Prosecutor Before Adopting Practices Suggested by Reports in this Article.

The statutes and court decisions in this article are reported to help you keep up with trends in the law. Discuss your practices that relate to these statutes and cases with your commanding officers, police legal advisors, and the prosecuting attorney, before changing your practices in reliance on a reported court decision or legislative change.

—David Wallace, Traffic Safety
Training Attorney,
wallaced@michigan.gov

HOW TO REACH US!

OHSP Staff:

Contact	Program Area	Phone	E-mail
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Susan Guggemos	Safe Communities, pedestrian safety, injury control	(517) 333-5320	guggemos@michigan.gov
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Alicia Sledge	Alcohol, impaired, fatigued, aggressive, distracted drivers, impaired riding, biking and walking, alcohol enforcement and public information	(517) 333-5321	sledgea@michigan.gov
Dan Vartanian	Corporate outreach, Network of Employers for Traffic Safety (NETS)	(517) 333-5322	vartanid@michigan.gov

Criminal Justice Information Center:

Amy Alderman	Traffic crash statistics	(517) 322-6025	aldermana@michigan.gov
Mary Wichman	Traffic data unit, FARS	(517) 322-5524	wichmanm@michigan.gov



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